

## **IN THE CLAIMS**

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-10 Canceled

11. (Currently amended) A method of reducing fuel consumption in a motor vehicle, the method comprising:

determining a request from a driver for a uniform vehicle speed; and

after identifying the request for uniform vehicle speed, at least partly controlling modifications to ~~[[the]]~~ an actual vehicle speed, which modifications are not initiated by the driver, in order to obtain a lowest possible fuel consumption for the driving engine of the vehicle, ~~wherein at least partly controlling includes maintaining the vehicle speed at the uniform vehicle speed when a difference between the actual vehicle speed and the uniform vehicle speed is less than a predetermined speed difference wherein the request from the driver for uniform vehicle speed is detected on the basis of the accelerator pedal movement.~~

12. (Previously presented) A method according to claim 11, wherein a change in a resistance of travel is determined and the travel resistance change is at least partly adjusted by control.

13. (Previously presented) A method according to claim 12, wherein in determining the travel resistance change, any change in at least one of an inclination of travel in longitudinal direction of the vehicle, weather conditions, driving conditions, and a cornering maneuver are taken into consideration.

14. (Canceled)
15. (Previously presented) A method according to claim 14, wherein when a position of the accelerator pedal is constantly adjusted or maintained by the driver for a defined, predetermined time, a vehicle speed which results from this position of the accelerator pedal is identified as a desired speed reflecting the request for uniform vehicle speed.
16. (Previously presented) A method according to claim 15, wherein a period in a range of 1 second to 8 sec is predetermined.
17. (Previously presented) A method according to claim 15, wherein the desired speed reflecting the request for uniform speed is stored.
18. (Previously presented) A method according to claim 17, the current vehicle speed is compared with the desired speed representative of the driver's request and, in the event of the current vehicle speed differing from the desired speed, the vehicle is automatically accelerated or decelerated, respectively, in order to reduce the deviation.
19. (Previously presented) A method according to claim 18, wherein an automatic acceleration or automatic slowing down of the vehicle is performed in such a fashion that minimum possible fuel consumption is needed for the driving engine of the vehicle.
20. (Previously presented) A method according to claim 18, wherein the predetermined speed difference is between 0.2 km/h up to 2 km/h, inclusive.

21. (New) A method of reducing fuel consumption in a motor vehicle, the method comprising:

monitoring an accelerator pedal position to determine whether a driver desires to drive at a constant speed;

detecting the constant speed of the vehicle and employing the constant speed as a cruise control set speed based on a result of the monitoring step; and

controlling the vehicle speed to the set speed while a difference between an actual vehicle speed and the set speed is less than a predetermined speed difference.

22. (New) The method of Claim 22 wherein detecting includes determining whether the accelerator pedal position remains within a predetermined position range for a predetermined amount of time.